

Also get references whenever possible. The CFII can be your mentor or your torturer and is usually a little of both.

You will find that after gaining your IFR rating you will still be learning.

Your minimums should be far more conservative than what you read on your approach plates. Don't worry, gradually you will become more comfortable flying in IMC, although it takes a little while for the color to return to your knuckles. Often when you pick up ATIS for your destination airport, you will find that the WX is not as advertised. So, the approach has a minimum of 280 Ft. AGL and ATIS is calling a ceiling of 900'. If you have set your personal minimum at 800', you are OK. But upon arrival the ceiling is 600', you have either called for a missed approach or just lowered your personal minimums down to 600'. This becomes a confidence builder in time.

### Synopsis

So, the question to you as a pilot is, are you a half pilot or are you a whole pilot? Why not go for it. Be a whole pilot by earning your IFR rating.

We all have our personal views of life including our participation in the wonderful science known as aviation. Step up if at all possible and at least obtain some possible life saving training in IFR flight. And if at all possible, succeed at your IFR rating.

### PASS IT ALONG

The preceeding is contained in this newsletter with a limited circulation to safety professionals in Pacific Region. It will enhance our safety program if Wing SE's will pass it down to subordinate units.

## ***PACIFIC REGION SAFETY OFFICER CONFERENCE CALL***

Our first safety conference call was hosted on 12 August by the PCR Director of safety, Maj Alex Kay, CAP.

It is encouraging that this conference call was attended by

all PCR Wing SE's. The exchange of information, ideas and questions is vital to a well coordinated safety program. Please write down your ideas, questions and observations for the next conference call, soon to be announced.

### **THIS IS A TEST!**

**This is a hypothetical test question. The results will be divulged in the November 2009 Newsletter. There will be one more question next month.**

#### **The Question:**

You are driving close to a general aviation uncontrolled airport. Suddenly, in your windshield, a single engine aircraft is seen making an emergency landing and coming straight towards you.

Would you rather it be a fixed wing aircraft or a rotary wing aircraft?

Please respond with your simplest answer.

email your answers to:  
wallyjaynes@hawaiiintel.net

### ***WHERE ARE YOU?***

I want to hear from you. You all have important safety wisdom to share. However, keeping it to yourself will not help the people and resources that we are sworn to protect.

Your great tip, recommendations or "war" stories could possibly save someone from harms way, or encourage them not to make the same mistake. Send your article to me at wallyjaynes@hawaiiintel.net

Make it long (about one page) or short, let me know if it's OK to edit

or make corrections if needed and send it in. After all, if you don't participate, you are stuck with my prattlings.



**THIS IS YOUR NEWSLETTER: LETS HEAR FROM YOU:  
SEND YOUR COMMENTS, TIPS AND IDEAS TO:  
Lt Col Wally Jaynes, CAP Deputy Director of Safety  
Pacific Region  
wallyjaynes@hawaiiintel.net**